



# Lloyd's Register of Shipping,

Toldbodgaten 20,

Oslo, 17th October 1932



Dear Sir,

S/S "GIMDE"

We enclose herewith the freeboard verification form for the above vessel together with the report, Timber Deck Cargo report and Computation, and the Computation under the Norwegian Rules of 1909 and we shall be obliged if you will forward as a copy of the report together with two copies of the Timber Deck Cargo report and Computations, and two copies of the Computation under the 1909 Rules.

The vessel is now in a condition to satisfy the Norwegian Authorities some hatch covers, hatch cleats and fore and after sockets having been renewed.

The certificates will be issued with the following dates inserted thereon:-

Date of Expiration of Certificate " 14 oktober 1937"

Date of Issue of Certificate " 15 oktober 1932"

We regret to state that the length of the bridge given on the report should be 57.5 ft. instead of 55.75 ft. This error is due to a tape line giving Norwegian feet and inches being used by mistake, but it would appear that the alteration will not effect the freeboard assigned.

THE SECRETARY

LLOYD'S REGISTER

LONDON.

We are, Dear Sir,

Yours faithfully



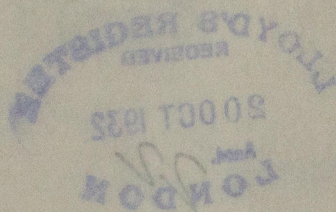
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Lloyd's Register Foundation

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Toldbodgaten 20,

Oslø, 17th October 1932



Dear Sir,

S/S "GUNT"

We enclose herewith the freeboard verification form for the above vessel together with the report, Timber Deck Cargo report and Computation, and the Computation under the Norwegian Rules of 1909 and we shall be obliged if you will forward as a copy of the report together with two copies of the Timber Deck Cargo report and Computations, and two copies of the Computation under the 1909 Rules. The vessel is now in a condition to satisfy the Norwegian Authorities some hatch covers, hatch cleats and fore and after sockets having been renewed.

The certificates will be issued with the following dates:-

- Date of Expiration of Certificate " 14 oktober 1937"
- Date of Issue of Certificate " 15 oktober 1932"

We regret to state that the length of the bridge given on the report should be 27.5 ft. instead of 25.75 ft. This error is due to a tape line giving Norwegian feet and inches being used by mistake, but it would appear that the alteration will not effect the freeboard assigned.

We are, Dear Sir,  
Yours faithfully

Referred to the Chief Ship Surveyor (Freeboard).

20 OCT 1932



LLOYD'S REGISTER  
LONDON  
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Name  
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Port of  
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